

The Washington State Department of Transportation (WSDOT) held four open houses in March of 2005 to present studies that are in progress for SR 164 and 169. Public input was gathered through e-mail, handwritten comment forms and verbal conversations with staff members. These are the comments that we received from the Winter 2005 Open Houses. WSDOT welcomes you to provide additional comments on projects proposed on SR 164 and 169. Please refer to the project websites for contact information, all open house materials and handouts (including SR 164 and SR 169 Corridor/Segment Maps).

SR 169 Corridor Study - Open House Comment Log

Corridor/ Segment	Location of concern	Main Topic	Comments
1 SR 169 Renton, Cedar River, Black Diamond, Maple Valley	SR 169 Renton to Maple Valley, 4 corners	Truck traffic, Additional Lanes, Reduce Speed Limit, Road Maintenance, Traffic Growth,	<p>SR 169 Renton to Maple Valley has become a hazard to drive due to the overload of dumptrucks on a continuous basis during the day. Traffic is backed up going into Renton in the mornings from I-405 to Maplewood golf course at times. On the other end in Maple Valley at Four Corners and Maple Valley from Green River crossing for a mile or more in evenings toward Renton, @ Four Corners back past Forest Estates, the signal lights are not synchronized causing traffic to back up on 128SE, 131SE not being able to approach on to SR 169. We need a third lane to enter SR 169. It is time consuming and dangerous getting on to the highway. We need additional lanes. The maintenance of highway SR 169 is not being kept up with the increase in population explosion in the Maple Valley and Black Diamond areas. With the increased traffic from commuters and dump trucks the roads are starting to deteriorate from our use, especially by heavy trucks. There needs to be immediate and long term improvements to keep them safe.</p> <p>I support the study and development plans that are going on with DOT and we must move ahead ASAP. Another suggestion for consideration would be to reduce the speed limit on the congested areas between Maple Valley and Four Corners. This would allow cars safer entrance to Hwy 169. When the traffic is moving at 50-60 mph, close together is very dangerous coming on to the highway and time consuming.</p>
2 169 Renton	I-405 North	Extend Turn Lanes, Signal Coordination	Turn lane to I-405 North needs to be lengthened and lights better aligned with Sunset Blvd for traffic flow.
3 169	I-405, Enumclaw	Street Signage, Nonmotorized Trail, Road Widening	As a resident of Enumclaw, I think that I-405 needs signage to Mt. Rainier and Crystal Mt and Yakima at the SR 169 intersection. We also need to keep the flow of traffic at such a level that it does not impede recreationalists on their way to a stress free day. This recreationalist traffic adds to all municipalities along SR 169. 416th in Enumclaw needs suggested improvements with turn lane and widening of intersection. SR 169 in front of Thunder Mountain Middle School needs turn lanes, sidewalks and a sign asking school boards not to put schools on state highways. Bicycle transportation should be considered for all improvements.
4 169 Renton	I-405	Add Left-Turn Lane, Extend Right Turn Lane	I-405 interchange: Long extra right turn lane onto northbound I-405 would help a lot. Two left turn lanes onto SR I-405 also would help.
5 169 Renton	SE 5th/SE 7th	Median	Can a median be added in this area?
6 169 Renton	SE 5th St	Widen Lanes	At the curve near SE 5th St, soften the curve or widen lanes as they are constricted heading east until you are through the curve. Just feels unsafe.
7 Renton	Juanita Blvd	Nonmotorized Improvements	What about a trail underpass similar to Burke Gilman @ Juanita Blvd on 522?
8 169 Renton	155th	Add Traffic Signal	Make signal at 155th (?) (Entrance to Renton Church) flashing yellow between 10pm and 5am.
9 169 Cedar River to Enumclaw	Jones Rd	Add Lanes	Widen SR 169 from Jones Rd to Enumclaw, or at least to Black Diamond. * 2nd this opinion * Yes.

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10	169 Renton/Cedar River	I-405, Jones Rd, nearing Renton on 169	Visibility, Add Reversible or HOV Lane, Roadside Obstacles, Synchronize Signals,	Thank you for speaking with me last night at the SR 169 Corridor Study Open House. Here are some additional comments I have after talking with my wife last night (they all pertain to the section north of the south Jones Rd intersection: 1. As you near Renton going north on SR 169 you encounter an S-type curve just past the little pocket park on the south side, but before the tavern also on the south side. Traffic tends to not slow down on these curves and, especially at night, it is a dangerous section with oncoming speeding traffic tending to blind a driver. We recommend, if possible, that this S-type curve be straightened somewhat. This might also be a good location for some type of solid road divider. 2. Between the south Jones Rd intersection and Renton (where it's all 4 lanes) reversible lanes and/or HOV conversion of one existing lane each way should be considered. As I mentioned to you last night, there currently is no advantage to carpool or take the bus because you just sit in the same bumper-to-bumper rush-hour traffic as everyone else. 3. As you near Renton the sidewalks have much debris and large cylinders (maybe this is what was labeled as "roadside obstacles" on your posters). These should be cleared to allow pedestrians safer access. 4. As you are well aware, the SR 169 and I-405 intersection needs major work. On SR-169 as you approach I-405 from the south there are three closely spaced traffic lights that "trap" traffic, especially big, long trucks. Something should be done with the traffic lights and better synchronization probably isn't enough. This is also an area where more turn lanes and wider and longer "ramps" are needed to allow SR 169 exiting traffic to keep moving and not cause backups. In this area you almost get a "funnel" effect.
11	169 Cedar River	196th Ave & Jones Rd	General	Traffic signal already in place. What is changing @ 196th Ave & Jones Rd?
12	169 Cedar River	196th Ave	Add Lanes	This should be 4 lanes from here on to 4 corners
13	169 Cedar River	196th Ave	Traffic Growth	The increased amount of traffic from 196th Ave to SR 516 due to newer subdivisions cost me personally 15 - 20 additional minutes each way - each day!
14	169 Cedar River	Cedar Grove Rd	Traffic backup	Yes, it slows too much here.
15	169 Cedar River	Cedar Grove Rd	Synchronize Signals	Reprogram left turn light to allow turns when there are breaks in Renton bound traffic.
16	169 Cedar River	Cedar Grove Rd	Add Right-Turn Lane	How about a right turn lane for cars heading north on SR 169?
17	169 Cedar River	Cedar Grove Rd	Add Left-Turn Lane	She thought a left turn lane at Cedar Grove Road would be a really good idea especially for accessing the businesses there. Right now she thinks there is a center lane, but not a turning lane.
18	169 Cedar River	Cedar Grove Rd	Add Left- & Right-Turn Lane	AM Bottleneck: Cedar Grove Road intersection. Additional lanes in all directions would help. Additional left turn from Cedar Grove to SR 169 southbound would help. Right turn lane from Cedar Grove to north bound SR 169 would help.
19	169 Cedar River	SR 18	Traffic Flow	This intersection is a major bottleneck everyday - needs to have flow improved!!
20	169 Cedar River	SR 18 & SR 169	Signal Timing	During peak time traffic slows a lot N and S because of this light. It's red too long on SR 169.
21	169 Cedar River	SR 18 & SR 169	General	Large trucks, obnoxious drivers, dangerous, back-up at intersections.
22	169 Cedar River	Cedar River Segment	Add Lanes	This section, dark orange, is the worst. It needs to be 4 lanes all the way into Maple Valley.
23	169 Cedar River/Renton	SR 169	Add Reversible or HOV Lane	Many 4 lane portion: Making reversible lane or converting 1 existing lane each way to HOV (3 + people) would make carpooling or bus commute worth it.
24	169 Cedar River/Maple Valley	King County Cedar River Trail	Nonmotorized Improvements	a) His idea (only somewhat jokingly) was to construct a lid over Maple Valley. b) He also wanted to share his idea that the King County trail should have a strip on each side of the trail that would be filled with gravel and wide enough for people to run on. He contends that the trail is paved with asphalt, but gravel would be preferred to

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25	169 Maple Valley	SE 216th Way	Add Left- & Right-Turn Lane	I commute daily to I-405. AM bottlenecks are SE 216th Way (especially when school is in session). Two lane left turn for SE 216th onto Southbound SR 169 would help a lot as would right turn lane from SR 169 to SE 216th Way. PM Bottlenecks are SE 216th Way. Two lane left turn from SR 169 to SR 216th would help. Two south bound lanes would help.
26	169 Maple Valley	SE 216th Way	Improve Traffic Flow & Restriping	216th St needs restriping and improved traffic flow between SR 169 business section. (Grocery, gas)
27	169 Maple Valley	SE 216th Way vicinity	Traffic Growth, Add Lanes, Redesign Intersection	I commute from Black Diamond to Seattle everyday and am quite familiar with the traffic flow during commuting hours. The worst things that impede the flow of traffic are: 1) The Cedar River segment from 216th to Jones Rd does not have the capacity to handle the volume which has increased greatly due to the heavy development going on in the Maple Valley to four corners areas. There are many more houses with many more cars and the road is getting bottlenecked in the Cedar River segment just from the sheer volume. It needs additional lanes here badly. 2) The intersection at the Testy Chef on 216th impedes the flow of traffic and there is always a bottleneck there - this goes back to even before all the recent development - it's just bigger now. It needs to be redesigned. Those are the 2 areas I would like to see improved and I believe they would have the biggest impact for the daily commuters.
28	169 Maple Valley	SE 216th Way vicinity	Convert Existing Lanes	He questioned whether anyone had seen a horse along the bridge at 216th. Joan Burlingame commented that she has not and wouldn't use her horse. The man responded that if the horse people won't use it, why not take down that jersey barrier and add another lane? He explained there is another bridge (rail bridge?).
29	169 Maple Valley	SE 216th Way	widen bridge	a) Question: Is there a plan to widen the bridge at 216 th Way? b) Is there a plan to remove the bridge at 149 th when the bridge is done at 152 nd ? Or will it be turned into a foot bridge.
30	169 Maple Valley	SE 216th Way	Add Express Lane	Express lane at SE 216th Way?
31	169Maple Valley	SE 216th Way	Repave Area	Northbound two lanes merge to 1 lane just before going down grade to Cedar River and SE 216th Way. The pavement looks like it is starting to slide - Road surface is rough.
32	169 Maple Valley	SE 216th Way	Synchronize Signals	Synchronize lights for better traffic flow around SE 216th Way.
33	169 Maple Valley	SE 216th Way	Traffic Growth, Improve Turning Radius, Add Lanes, Add Traffic Signals	Thank you for giving the residents who live along the corridor the opportunity to give input to future plans. 1. I live by the intersection of SR 169 and 216th in Maple Valley making a left onto 216th is a very sharp turn and very common to see cars cross the line turning into the business at this intersection is unsafe as well as exiting. (The left turn light has helped. Thank you). 2. The traffic from 216th through Maple Valley to Four Corners (or reverse) depending on the time of day has steadily gotten worse as housing continues to explode in the Glacier Park Elementary School area (Four Corners). This very much impacts school bus ride time for our children. The widening of SR 169 at the Witte Rd area has helped with traffic flow. I feel that widening the strip between 216th and Four Corners is needed to address this rapidly growing area in King County. Lights then installed to maintain "in city" driving vs. Hwy cut through. 3. The traffic from Maple Valley to Renton is also a major commuter nightmare and only to get worse w/ housing development along 169 (Renton: MV areas). The option to get to freeways is limited (MV Hwy to I-405; SR 18 to I-90 or South Auburn). I do not know what options could be availalbe to address this section since a good portion is already widened.

SR 169 Corridor Study - Open House Comment Log

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34	169 Maple Valley	216th Pl to Four Corners	Traffic Growth, Add Lanes	Widen road from 216th Pl to Kent Kangley. Long term plan with increasing housing growth out towards Glacier Park Elementary.
35	169 Maple Valley	216th to Four Corners	Traffic Growth, Add Right-Turn Lanes	More lanes through Maple Valley are needed badly to keep up with growth - all the way from at least 216th (if not Jones Rd) to Four Corners (Hwy 516). And a free right turn at Four Corners from southbound on 169 needs to be maintained/improved for traffic to flow better. Thanks for looking at this.
36	169 Maple Valley	Witte Rd	General	It is always backed up at the light at Witte and SR 169, near Rainer Bank, heading toward Black Diamond.
37	169 Maple Valley	Witte Rd	Repave Area	Just south of Witte Rd on SR 169 needs to be repaved.
38	169 Maple Valley	Witte Rd, Hwy 18, Four Corners	Signal Timing/Synchro nization, Add Lanes, Street Lights, Traffic Growth	First, thank you for this meeting. Traveling 169 to and from Seattle 530 to 630am and back again 430 to 530pm. I feel I can see the same problems M-F. South 169 pass Witte Rd, next light. Always a bottleneck morning and night. It should be a longer light for people traveling on 169. Should coordinate with light at 169 and Witte. Hwy 18 intersection flows well until you get to the merge section and becomes very dangerous with people racing and coming over. 4 laning MV Hwy from Jones Rd South and connecting to the 4 lanes at Renton would greatly alleviate the constant backup. Street lights would be a big improvement as our area is in fog quite a lot in the AM and PM. Please no merge lanes (they create even more backup). Intersection at 169 and Kent Kangley - new building of Johnson's DIY will create even more congestion.
39	169 Maple Valley	Wax Rd to Cedar Grove Rd	General, Truck Traffic	An older man, early in the evening explained that it took his wife 1/2 hour from Maple Valley/ Wax Road to the light at Cedar Grove Rd. He very strongly suggested that something needed to be done at I-405 and at Cedar Grove. He also said all those gravel trucks are ruining the roadway. He felt the state shouldn't have to pay for all the damage the gravel trucks were doing to the roadway.
40	169 Maple Valley	231st to 216th St, Wax Rd, Witte Rd, Four Corners	Add Right-Turn Lane, Signal Timing/Synchro nization, Truck Traffic, Traffic Growth, Repave, Extend Left-Turn Lane	<p>Most of my comments will be based on 15 years of living in Maple Valley and fighting commuter traffic into Bellevue (wasn't a problem in early 90's at all).</p> <p>1. Section from 231st to 216th St (Firestation to bridge over Cedar River) backs up badly in Rush hour, requiring waits through multiple stop lights to pass through. Ultimately, wider may be the solution, but even better timing of the traffic signals could help rush hour traffic flow better right now. The problem is even worse because of the damn hauling trucks which take up 3 or 4 car lengths and flow every 1 to 2 minutes all daylong! I don't see backups on 216th where lots of traffic is waiting to access Hwy 169, so make the stoplight stay green longer during rush hours (630am to 815am, 5pm to 630pm or so) to allow traffic to get past the signal at 216th and relieve the Hwy 169 backups extending almost back to 231st in the AM and a right turn onto 216th would help the flow a little bit too.</p> <p>2. The stoplight at Wax Rd and Hwy 169 could see immediate imprvements of traffic flow for morning rush hours with a couple of easy changes. A problem backup occurs for those going left onto Wax Rd from 169 on school days. The Tahoma High Schoolers turn left onto Wax Rd to get to school in the 7am to 735am time frame. The left turn lane cannot handle all the traffic, so often cars turn into the 76 gas station parking lot, pull through it and proceed to the stoplight on wax by accessing in front of Schucks Auto - that way they can go straight through the intersection, access Wax Rd and not miss class. Problem is, anybody trying to turn left from Wax onto Hwy 169 cannot turn as they wait for a steady flow of 4-5 drivers trying to get to Wax from 169 in one traffic signal. This left turn lane by reducing the size of the "planter box divider" further up the Hwy toward Witte Rd. Several cars to the left turn. Couple this with a little longer left turn signal at Wax Rd from 7am to 730am and the problem is solved.</p>

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40 cont.	169 Maple Valley	231st to 216th St, Wax Rd, Witte Rd, Four Corners	Add Right-Turn Lane, Signal Timing/Synchro nization, Truck Traffic, Traffic Growth, Repave, Extend Left-Turn Lane And traffic is heavy going out of Maple Valley in the morning so this should not create backups of traffic heading into MV on SR 169 at this hour! Easy pickings! 3. More and more development is occurring and it looks like the real solution longterm is more lanes from 216th (at least) (Jones Rd or Cedar Grove would be even better) all the way to just beyond Four Corners. That is needed to keep up with growth that is already planned/underway. Actually there are backups now on 169 heading toward Renton in rush hour even up to Cedar Grove Rd and James Rd. More lanes is the real solution but the lanes through MV are more critical. 4. Also, the Hwy 169 south of Witte Rd is very beat up for the space of about a block. It needs repaving - it is very bumpy and has been for some time.
41	169 Maple Valley	SE 231st St vicinity	Lower speed limit Lower speed limit to allow access onto SR 169 from residential side streets.
42	169 Maple Valley	SE 231st St vicinity	Extend Left-Turn Lane, Lower Speed Limit Extend merge lane for left turn to northbound on SR 169. Lower speed limit!
43	169 Maple Valley	SE 231st St	Extend Left-Turn Lane, Lower Speed Limit, Add Noise Barrier 1. SR 169 at 231st Ave SE - Extend the merge lane for left turn traffic onto northbound SR 169. 2. Lower speed limit - extend 35mph limit northbound SR 169 from SE 240th to south of Se 244th. Lots and lots of merging residential traffic north and south bound. I live/back onto SR 164 just south of 231st Ave Se. The traffic noise is already depressing and substantially impacting quality of life. Working in the backyard requires hearing protection at times. Widening SR 169 to 4 lanes will double the noise, bring traffic even closer to my backyard and essentially render it unusable during daytime hours. The trucks already drive us to use ear plugs to sleep. Adding two more lanes will just lower my property value more than it already is and force us out of our home. I know one or two people don't matter much. Please drive through my area. Please stop by and listen to the noise from my backyard. Then look at the other homes alongside the road next to me. You'll drive away saying, "those poor people!" Thanks for your time; it was good to meet you at the open house on March 1st.
44	169 Renton to Black Diamond Segments	231st & Witte Rd, 288th	Truck Traffic, Add Lanes, Improve Transit, Signal Timing/Synchro nization, Alternative Routes Current Concerns: Immediate need for 5 lane from Renton to Black Diamond - bad now, tremendous growth will make huge delays. Until construction: regularly scheduled mass transit. Improvements by Maple Valley at 231st and Witte Rd have helped open up that bottleneck - good model. Will need to address traffic at 288th and 169. Major developments going in near Lake Saqyer Elementary. Look at signal timing - synchronization is important for safety and traffic flow. An alternate E/W route should be developed to help alleviate traffic flow. Also N/S alternatives to Witte Rd and an alternative to Four Corners.
45	169 Maple Valley	SE 240th St	Add Center lane Coming out of 240th St onto SR 169 - Would like to have a center lane to turn into.
46	169 Maple Valley	SE 244th St	Add Traffic Signal A traffic signal needs to be added at SE 244th St.
47	169 Maple Valley	SE 253rd St	Add Traffic Signal Need traffic light at SE 253rd and SR 169.
48	169 Maple Valley	Lake Wilderness	Nonmotorized Improvements, Air and Noise Pollution Bike safety: Pave bike trail around Lake Wilderness so we can cross SR 169 and ride to Renton w/o getting on SR 169. Do not allow bikes on SR 169. The air quality has gotten progressively worse in the past year. Have had to shut up house in 80 degree weather last summer because of exhaust from trucks. The dust from dirt on SR 169 is worse than ever. I used to be able to change the furnace filter every 3 months. Has increased to 1 1/2 to 2 months. The air and noise pollution is horrible. We moved here 3 years ago to a pleasant community. Something has to be done to protect Maple Valley and its citizens from this mess.

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48 cont.	169 Maple Valley	Lake Wilderness Nonmotorized Improvements, Air and Noise Pollution	<ol style="list-style-type: none"> 1. Cover truck loads. 2. Wash and clean street every other day. 3. Do something about the exhaust and noise pollution. 4. Husband's asthma has gotten progressively worse in the past year. When we came 3 years ago there was no problem - he now spends the nights coughing.
49	169 Maple Valley	Lake Wilderness Trail Nonmotorized Improvements	He said bicyclists prefer to be at the same level as the roadway pavement, Second, they prefer a rideable shoulder; and third they favor a separated lane. He suggested a tunnel for the Lake Wilderness Trail at SR 516. And commented that there were a number of other areas where a bicycle underpass would be best for the bicyclist (@ 152nd Ave SE when they are done with the bridge; @ Cedar Grove Road).
50	169 Maple Valley	Lake Wilderness Add Center Turn Lane	Regardless of the time of day it is very difficult to enter 169 from "The Highlands" or Lake Wilderness. I think a center turn lane would be helpful.
51	169 Maple Valley	SE 264th St vicinity Nonmotorized Improvements	Pedestrian underpass for trail from school to 50 acre Legacy Site.
52	169 Maple Valley	SE 264th St vicinity Add Street Lights	Need street lights in front of school. Very dangerous!
53	169 Maple Valley	SE 264th St Add Turn Lanes, Improve Turning Radius, Add Traffic Signal	The proposal as I understand them are thoughtful and would be significant steps in dealing with severe congestion in this area. I attended this evening to represent the Tahoma School District and specifically our Transportation Department. The additional turn lanes, improved turning radius at corners would be significant for maneuvering our buses with greater ease and safety in this area. The stop light at SE 264th St is critical to us in allowing our school buses to more safely enter SR 169, and particularly at high/congestion hours. The Tahoma School District supports and appreciates this effort to enhance safety.
54	169 Maple Valley	Four Corners Truck traffic	The Four Corners area roadway is being destroyed by an incredible number of hauling trucks. I do worry about the safety of our residents who have to share the roadway with so many trucks. (A truck a minute or two round the clock is way beyond the normal number of trucks that should be traveling through our community - and given that there are no alternative routes to share the burden).
55	169 Maple Valley	Four Corners Add Lanes, Add Noise Barriers, Add Traffic Signals	Suggest widening 169 to four lanes with multiple turn lanes keeping in mind sound barriers and additional traffic lights would be needed. Traffic is backed up a mile to Kent Kangley in the evenings and getting out of housing developments in the morning and challenge.
56	169 Maple Valley	Four Corners Funding	State should fund more of Four Corners intersection improvement - City of Maple Valley CIP to allow project to happen. City is currently committed several millions of dollars but needs 3M from state to complete. This is the intersection of 2 state roads.
57	169 Maple Valley	Four Corners Improve Left Turns	Difficult to make left turns out of Safeway onto parking lot Kent-Kangley westbound at Four Corners/Cedar Grove Park.
58	169 Maple Valley	Four Corners Traffic Growth, Add Lanes	As a Seattle bound commuter, I have been experiencing the following problems - increased travel times both morning and afternoon. My chief complaint is the amount of traffic which I feel has resulted from the increased development in the last 10-12 years. I commute from Black Diamond to Seattle usually 6 days per week. The stretch of 169 from approximately SR 516 to 196th in my opinion is the toughest part of my commute. The volume has grown and the roads have not, so obviously the frustration and the extra time have made living in Black Diamond less desirable! I would like to see more lanes in the 516 to 196th corridor. I have seen my commute grow 15-20 minutes additional each way in the last 5-6 years - time that I would rather not spend in my car.

SR 169 Corridor Study - Open House Comment Log

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59	169 Black Diamond	SE 288th St/291st St	Add Traffic Signal, Nonmotorized Improvements	This intersection needs light and accommodations for pedestrians/bicyclists due to new developments.
60	169 Black Diamond	South of 288th St	Nonmotorized improvements	Pedestrian, Bicyclist and horse rider undercross needs to go here (south of 288th St), not at 288th St.
61	169 Black Diamond	Ravensdale Rd	Add Traffic Signal	169 and Ravensdale Road needs a light.
62	169 Black Diamond	Ravensdale Rd & Roberts Dr	General	Yes. Anyone going north or South on 169 is ok. Anyone trying to enter or cross 169 has a problem.
63	169 Black Diamond	Black Diamond Segment	Improve Transit	More transit options are good.
64	169 Black Diamond & Maple Valley	169	Truck Route	Acceleration lane for gravel and concrete trucks north bound.
65	169 Rural	368th St Vicinity	Road Widening	Widen passing lanes for uphill traffic.
66	169 Rural	368th St Vicinity	Wildlife crossing	Wildlife crossing - area of many accidents and close calls over past 10+ years.
67	169 Rural	Between SE 400th St and SE 416th St	Add Left-Turn Lane	Left turn lane to allow for agri-business.
68	169 Enumclaw	McHugh St	Add Traffic Signal	McHugh Ave and SR 169 needs a traffic signal.
69	169 Enumclaw	Kibler St	Add Street Lights, nonmotorized improvements	Pedestrian crosswalk lights needed @ Kibler & 169.
70	169 Enumclaw	Enumclaw	Truck Bypass	Prefer truck traffic is routed around town.